

Dyess B-1 flies over Rose Bowl

By 1st Lt. Aaron Hochman-Zimmerman
7th Bomb Wing Protocol

In college football, where aerial attack is concerned, they never thought of the B-1; now they'll never forget it.

The 28th Bomb Squadron's pre-game flyover strikingly opened a Rose Bowl that will, likewise, not soon be forgotten.

The flyby itself was staged from Boeing facilities in Long Beach, Calif. The crew took off and began holding in the twilight over the San Gabriel Mountains with a view of the lighted Rose Bowl Stadium 10 miles to the south.

"On radar, the parking lot was jammed with cars. I didn't see a spot anywhere," joked Lt. Col. Roy Walker, the crew's offensive systems officer.

When it was time to leave the marshal, the crew flew down the side of the San Gabriel's ridgeline, down into the valley where the stadium sits.

Captain Kimerly Purdon, a 28th BS weapon system officer who created the flight plan for the fly-over crew, had one of the better views from her press box.

"This little shadow of a plane (was) sneaking down the ridgeline like a cat sneaking up on its prey," Capt. Purdon said.

"It was 63 seconds from the decision point to the stadium. About 30 seconds after the push, they keyed the radio and I realized we were late, so I pushed the engine into full afterburner, to our max allowable speed, to arrive exactly on time," said Maj. John Koss, the B-1 pilot, describing the action after leaving the holding pattern.

The crew was on time as they had planned, but there were many pieces of the show that had to be just right. Thirty seconds before show time, it was Capt. Brian Golden, a 28th BS pilot, who keyed a hand-held radio from the field so the crew could hear the national anthem, sung by LeAnn Rimes, and make their timing perfect.

"We heard: '...home of the brave,'" Major

Koss said, as he smiled and motioned forward with his hand, the same way he would have pushed the throttle up to be overhead by the song's end. "I hope she holds that note," he said to the crew.

"She sang a wee bit faster than we anticipated," Col. Walker said.

The crew screamed over the stadium with their wings pinned back at .9 Mach, 1,000 feet above the crowd's heads, and only 200 feet above the fireworks, which followed behind them as they passed. Once past the stadium, they pulled skyward, gaining over 10,000 feet.

"It shook the entire stadium," Capt. Purdon said.

"I felt the chills and I heard the car alarms," said Senior Airman Jason Burt, 28th Aircraft Maintenance Unit autopilot instruments technician, who was still outside the stadium during the flyover. "We showed our strength."

The mountains, valleys and fading sunlight made the flyby more difficult than a usual flat-terrain performance. The crew had to avoid the mountains while losing 8,000 feet between the stadium and the marshal, 10 miles away.

"We had all of the pilots fly the profile in the simulator. It was very helpful," said Lt. Col. Quinten Miklos, 28th BS pilot.

In addition to the Air Force Academy Chorus, Wings of Blue, and of course the fly over, Gen. Ronald Keys, Air Combat Command commander, was introduced after the first quarter. The flyby crew, the spare jet's crew, and some of the maintenance crew were flown by helicopter by the Pasadena Police Department and driven by police motorcade to the stadium, where they took the field for their introduction during halftime to a standing ovation.

"I felt like a rock star," Col. Walker said.

"It was great. It wasn't as loud as when the Texas cheerleaders took the field, but it was loud," said Airman Burt.

But the show was not limited to the Rose Bowl alone.

"There were at least 50 people on the ramp. There were cars lined up," said Capt.

Marc Gonzalez, 28th AMU officer in charge, about the audience gathered at the Boeing facility in Long Beach just to watch the take off.

Capt. Gonzalez and 11 of his 28th AMU maintainers were impressed by the interest of the people gathered not only around the Boeing ramp but also in the passenger terminal, on their way home. The maintenance crew, traveling in civilian clothes, was asked by a stranger if they had been at the Rose Bowl. When they told him they

to make the performance legal. The Federal Aviation Administration prohibits flight below 10,000 feet to 250 mph and a standing ACC waiver limits the B-1 to 300 mph. Both were discounted for the Rose Bowl. Waivers were also granted for visual low-level flight after official sunset and landing approach considerations for larger, faster aircraft.

During their stay in Southern California, the Dyess team was well received by the people they met.



Photo courtesy of Capt. Kimberly Purdon

Members of the B-1 crews wave to cheering fans at the Jan. 4 Rose Bowl in Pasadena, Calif., where they did a flyby. Over 90,000 people attended the event.

had, his next question was not about the game itself; it was: "Did you see the B-1 fly-over?"

The flyover which was so greatly appreciated by the fans in attendance and on television, came at the request of the Rose Bowl planning committee, who contacted the Public Affairs office of the Secretary of the Air Force to specifically request a B-1 to perform in their pre-game show.

Once the request arrived at the 28th BS, Capt. Purdon responded with her own requests for waivers, which were necessary

"All I heard was, 'thanks for the job you do,'" said Col. Miklos.

Even an Albuquerque-based air traffic controller thanked them, at length, over the radio for all their hard work and sacrifices.

Capt. Gonzalez said he was thankful for the opportunity to have been a part of the Rose Bowl.

"It was an experience of a lifetime. We were actually a part of it ... that flyby was because of us," he said, speaking for his maintenance team.

Letter to Airmen on Advanced Composite Force Training

By Gen. T. Michael Moseley
U.S. Air Force Chief of Staff

To the Airmen of the United States Air Force,

The Air Force is reactivating the 65th Aggressor Squadron at Nellis Air Force Base, Nev. The men and women who will make up this unit will inherit a proud heritage: United States Air Force Aggressors. The squadron last flew F-5Es at Nellis from 1975 until 1989, where their blue and brown jets became legend as part of Red Flag. On Jan. 12, 2006, F-15s of the 65th will fly alongside the F-16s of the 64th Aggressor Squadron as part of our Air Force's advanced composite force training team.

The Global War on Terror has now lasted five months longer than United States involvement in World War II, and your Air Force has been in continuous combat for the past 15 years. In that time, we have learned many hard-earned lessons ... bringing these lessons into our training will keep us the greatest Air Force the World has ever known. The 65th and other Aggressor units will provide realistic adversary training in air, space and information operations to make us even better. Aggressors directly contribute to the combat capability of our Airmen by helping

us squeeze every ounce of performance from our systems and the Airmen who fly them. As our enemies' threats and tactics evolve, the Aggressors will keep us razor sharp as we fight this Global War on Terror and defend our great Nation.

Today, we have added Space and Information Warfare Aggressors to our advanced composite force training. Expect more of our career fields to follow. From our Airmen serving in convoy operations in Iraq to Information Warriors denying hacker attacks to Space Operators bringing new capabilities to Special Ops Airmen in the field to Aircrew protecting the skies of our nation — all benefit from a better knowledge of enemy tactics and capabilities as well as the confidence and experience gained from "battling" Red Forces on real and virtual ranges.

Airmen will be sent into battles against both the known enemy and the unknown. Regardless, we will be better prepared to fly, fight and win for our Nation thanks to advanced composite force training. Use these opportunities to innovate and improve our tactics, technologies and training. If we can continue to make ourselves more lethal and effective, then we will continue to dominate Air, Space and Cyberspace for the Joint Team.

Fight night in the desert



Photo courtesy of Master Sgt. Richard Champagne

No-look knockout

Airman 1st Class Shaun Stallworth, a Dyess Airman deployed with the 386th Expeditionary Civil Engineering Squadron, makes contact with Airman 1st Class Larry Boyd in Sunday night boxing action. Airman Stallworth threw 98 punches and landed 49, winning the three round match. The 210-pound Airman boxes in the heavyweight class.

Jan. basketball schedules

Over-30 basketball league

All basketball games will be played at the base gym.

Tuesday 17th			
11 a.m.	7th OG	vs.	7th AMXS/MOS
12 p.m.	7th BW/MSS	vs.	7th SVS
Thursday 19th			
11:00am	7th CES	vs.	7th MUNS
12:00pm	7th SVS	vs.	7th OG
Tuesday 24th			
11 a.m.	7th MUNS	vs.	7th BW/MSS
12 p.m.	7th AMXS/MOS	vs.	7th CES
Thursday 26th			
11 a.m.	7th CES	vs.	7th OG
12 p.m.	7th MUNS	vs.	7th SVS
Tuesday 31st			
11 a.m.	7th BW/MSS	vs.	7th AMXS/MOS
12 p.m.	7th OG	vs.	7th MUNS

American League

Wednesday 18th			
5:30 pm	7th MDG	vs.	7th CES
6:30 pm	7th MUNS	vs.	7th CS
7:30 pm	7th EMS	vs.	7th AMXS
Monday 23rd			
5:30 pm	7th AMXS	vs.	7th MUNS
6:30 pm	7th CS	vs.	7th CES
7:30 pm	7th EMS	vs.	7th MDG
Wednesday 25th			
5:30 pm	7th MUNS	vs.	7th EMS
6:30 pm	7th CES	vs.	7th AMXS
7:30 pm	7th MDG	vs.	7th CS
Monday 30th			
5:30 pm	7th AMXS	vs.	7th CS
6:30 pm	7th MUNS	vs.	7th MDG
7:30 pm	7th EMS	vs.	7th CES

National League

Tuesday 17th			
5:30 pm	7th LRS	vs.	7th AMXS #2
6:30 pm	7th OSS	vs.	7th SVS
7:30 pm	7th CMS	vs.	317th AMXS/MXS
Thursday 19th			
5:30 pm	7th SVS	vs.	317th AMXS/MXS
6:30 pm	7th CMS	vs.	7th LRS
7:30 pm	7th AMXS #2	vs.	7th OSS
Tuesday 24th			
5:30 pm	7th OSS	vs.	7th CMS
6:30 pm	7th LRS	vs.	317th AMXS/MXS
7:30 pm	7th AMXS #2	vs.	7th SVS
Thursday 26th			
5:30 pm	7th SVS	vs.	7th LRS
6:30 pm	7th CMS	vs.	7th AMXS #2
7:30 pm	7th OSS	vs.	317th AMXS/MXS
Tuesday 31st			
5:30 pm	7th AMXS #2	vs.	317th AMXS/MXS
6:30 pm	7th OSS	vs.	7th LRS
7:30 pm	7th CMS	vs.	7th SVS